

**Passasjerer med psykiske lidelser
Hvem kan fly?
Grunnprinsipper ved behandling av
flyfobi**

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5.september 2008

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SAS Braathens

Psykiske lidelser

- Psykiske lidelser og atfersforstyrrelser som skyldes bruk av rusmidler (F 10-19)
- Schizofreni, paranoid lidelse (F 20-29)
- Affektive lidelser (hovedsakelig depresjoner) (F30-39)
- Nevrotiske, belastningsrelaterte og somatoforme lidelser (F 40-49)
 - F 40 Fobiske angstlidelser
- Personlighetsforstyrrelser (F 60)

Hvilke personer bør ikke fly?

- Passasjerer som er
 - Påvirket av rusmidler
 - Viser truende atferd
 - Har ofte personlighetsforstyrrelser
 - Kan være i grupper
- Psykotiske passasjerer
 - Bør ikke reise uten følge med en som har kontroll og som garanterer sikkerheten
- Passasjerer med flyfobi?
 - Har det ofte vondt, men er ikke til fare for noen

Prinsipper for behandling av flyfobi

- Det er ikke farlig å fly
- Det eneste farlige er fantasiene
- Tiltak
 - Læring
 - Korrigere feiloppfatninger
 - Gi informasjon der det mangler kunnskap
- Tiltak
 - Vær spesifikk, hva tenker de skal skje
 - Stopp tenk hvis....
 - Kontroller pusten, dypt, frekvens 12 – 15 i minuttet

Aims

To study the effect of a treatment program for flight anxiety, and to assess different factors of flight anxiety

Subjects

- Self selected subjects with flight anxiety
- The results from the 61 first groups are presented
- 751 participants, 504 women (mean age 40.3 years) and 247 men (mean age 39.2 years)

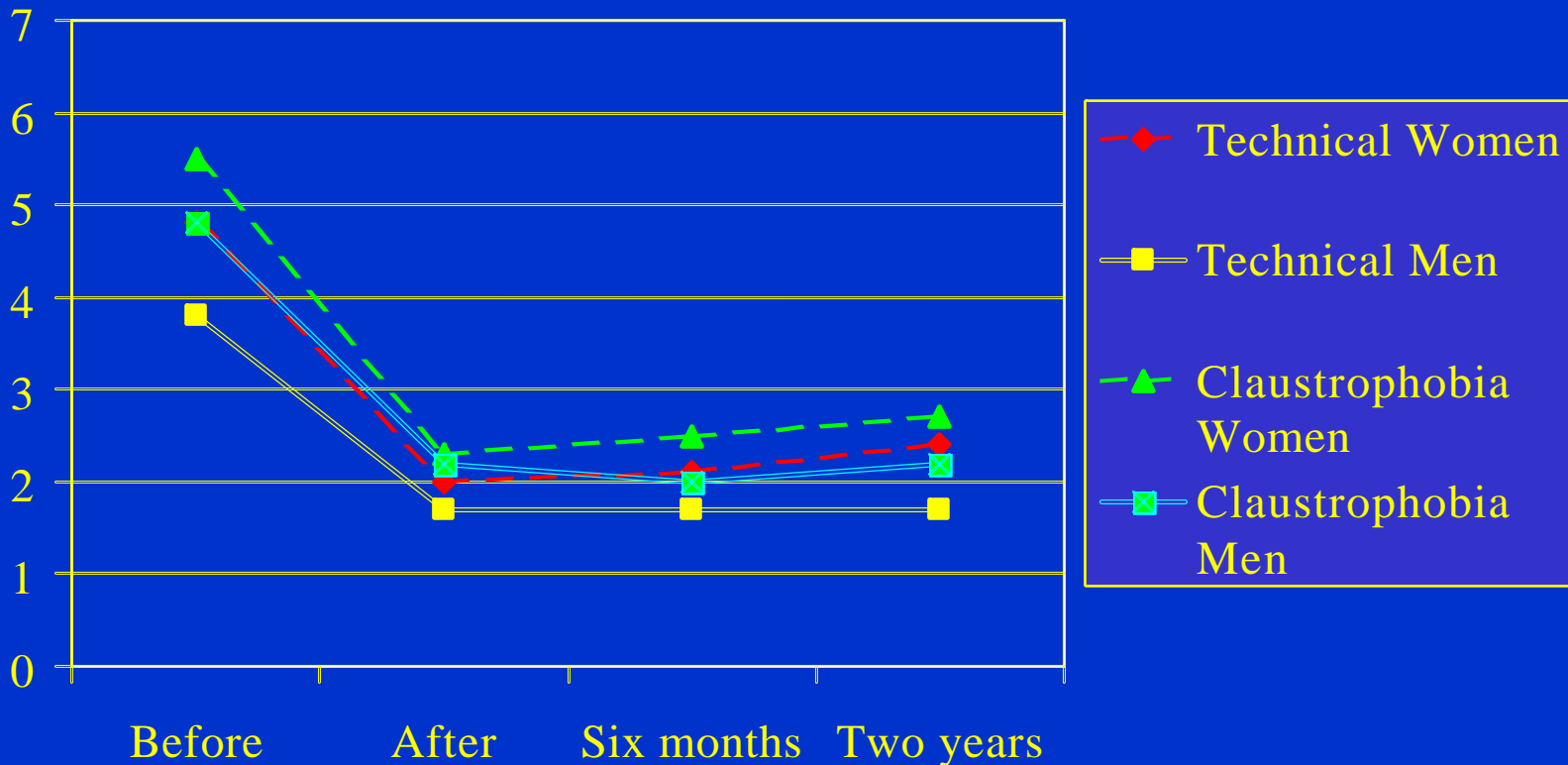
Methods

- A 19 items questionnaire was used to measure flight anxiety on a VAS scale (0-10 cm)
- Factor analysis
 - Factor one: technical concerns (15 items)
 - Factor two: claustrophobia/control (four items)
- Number of flights two years before and two years after treatment
- Use of alcohol and tranquillizers during flight

Methods

- Group treatment (12-15 subjects)
- Six weeks, four hours each time
- 30 minutes domestic return flight
- Teaching by
 - Pilot
 - Technician
 - Medical doctor
 - Cabin attendant
 - Staff from the control tower
 - One hour group session by psychiatrist
 - Use of cockpit simulator

Flight anxiety at before and after treatment (VAS scale 0-10)



Number of flights two years before and two years after treatment (%)

	Women Two years before	Women Two years after	Men Two years before	Men Two years after
0	41	8	40	5
1-2	19	17	13	8
3-4	12	18	9	12
5-10	16	33	16	23
11-20	7	16	8	24
> 20	5	9	14	27

Use of alcohol before and two years after treatment (%)

	Women Before	Women After	Men Before	Men After
Not at all	36	60	34	55
Sometimes a little	30	27	32	36
Always a little	14	10	7	6
Sometimes a little, sometimes much	15	3	21	3
Always much	6	0	6	1

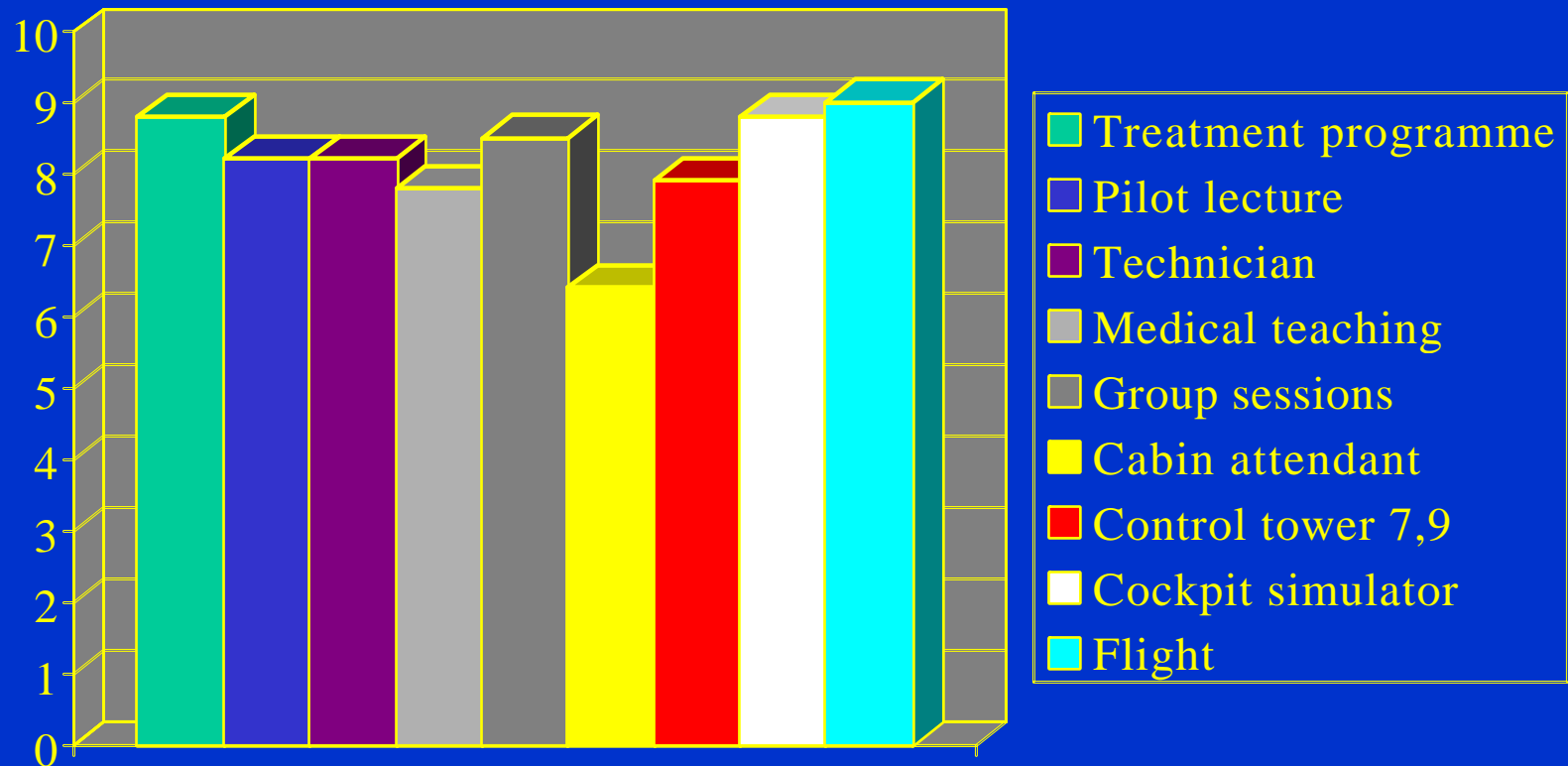
Use of tranquilizers before and two years after treatment (%)

	Women Before	Women After 2 yrs	Men Before	Men After 2 yrs
Not at all	56	79	71	85
Sometimes a little	21	10	14	8
Always a little	11	8	3	6
Sometimes a little, sometimes much	9	3	6	1
Always much	4	1	6	1

Degree of flight anxiety before and two years after treatment (%)

	Women Before	Women After 2 yrs	Men Before	Men After 2 yrs
Not afraid at all	0	6	0	8
Sometimes a little afraid	0	20	0	35
Always a little afraid	3	34	7	35
Sometimes very afraid	7	18	11	11
Always very afraid, do not cancel	14	6	15	2
Sometimes cancel flights	47	10	37	5
Never fly	28	6	30	4

Evaluation



Conclusion

- The treatment program had a significant effect on the flight anxiety, with the same degree of improvement for technical and claustrophobic anxiety
- The number of flights increased significantly after treatment
- The use of alcohol and tranquillizers decreased after treatment
- The treatment effect was stable for men, but decreased somewhat for women

Flight Phobia among
Norwegian Airline Passengers
Impact of 9/11?

Aims

- 1) The prevalence of flight anxiety among Norwegian airline passengers according to sociodemographic variables
- 2) Whether passengers feel more afraid after the terror act of September 11, 2001

Methods

- A questionnaire completed during domestic flights in Norway in 2003
- 484 responses (response rate 80%)
- 48% women, mean age 42 years
- Flight phobia: Always very afraid during flights

Degree of flight anxiety (%)

	Women (n=229)	Men (n=247)	Total (n=476)
Not afraid at all	37	64	51
Sometimes a little afraid	45	30	38
Always a little afraid	10	5	7
Sometimes very afraid	3	1	2
Always very afraid, do not cancel	3	0.0	2
Sometimes cancel flights	2	0.4	1

However

- 4.5% had cancelled flights during the last two years

Number of years with flight anxiety

Reported by 17.4% of the sample

	Women (n=56)	Men (n=28)	Total (n=84)
< 1 year	4	14	7
1-2 years	5	7	6
3-5 years	7	11	8
6-9 years	10	4	8
≥ 10 years	73	64	70

More Flight Anxiety after 9/11 (%)

	Women (n=208)	Men (n=225)	Total (n=433)
Not at all	35	60	48
A little	43	33	38
Moderately	14	6	10
Quite much	6	1	3
Very much	3	0.4	2

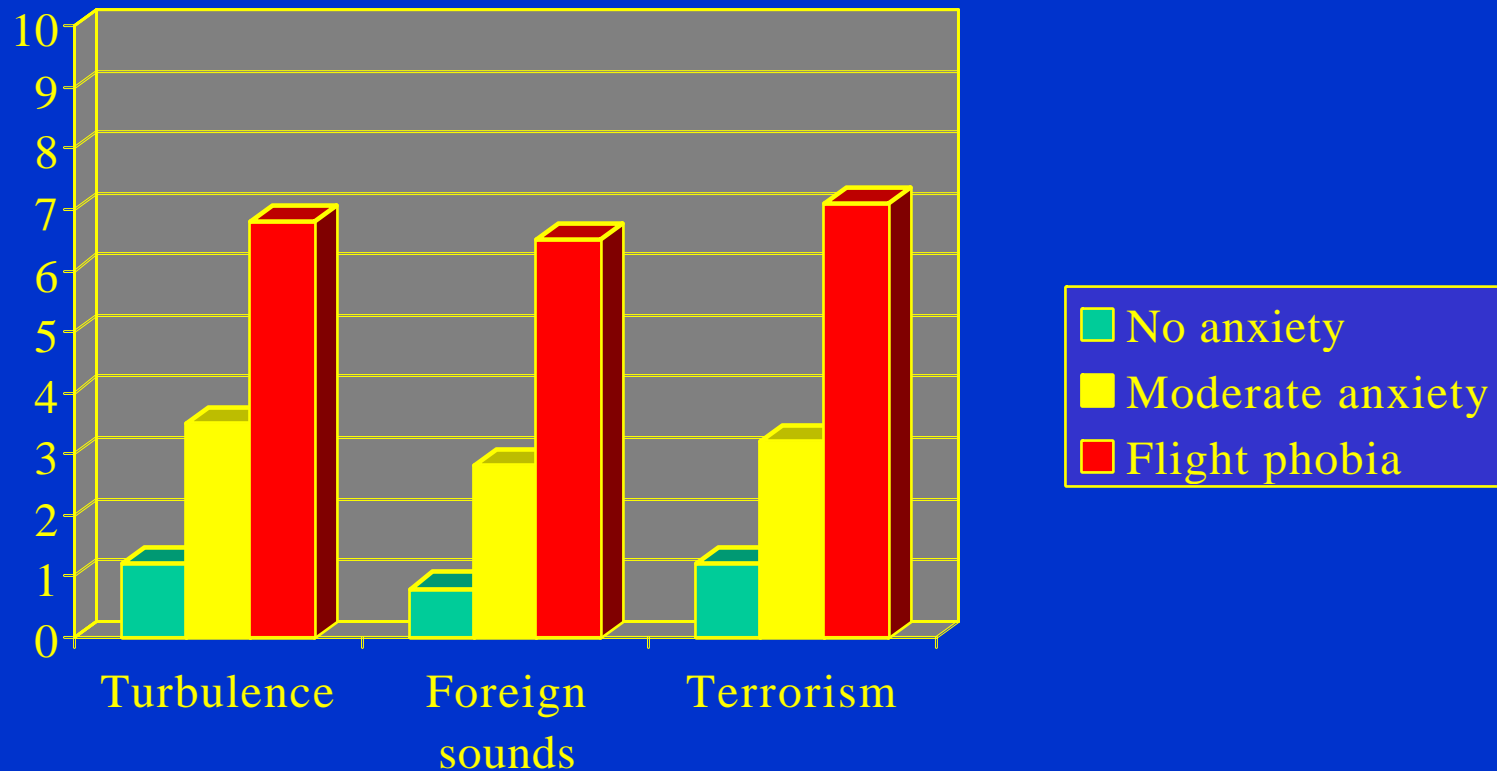
More Flight Anxiety after having children (%)

	Women (n=53)	Men (n=26)	Total (79)
Not at all	31	69	56
A little	29	22	25
Moderately	9	6	7
Quite much	12	3	7
Very much	10	0	5

More Flight Anxiety after frightening flight (%)

	Women (n=60)	Men (n=34)	Total (n=94)
Yes	35	38	37
No	65	62	63

Concerns according to degree of flight anxiety (VAS scale 0-10)



Confidence that airline companies and airports do enough to ensure safety (%)

	(n=421)
Not at all	6
A little	10
Moderately	25
Quite much	41
Very much	18

Opinion about frequency of flight accidents (%)

	(n=450)
1 per 100	1
1 per 1 000	1
1 per 10 000	3
1 per 100 000	12
1 per 1 000 000	34
1 per 10 000 000	37
1 per 100 000 000	12

Degree of flight anxiety among Norwegian airline passengers in 1986 and 2003 (%)

	1986 (n=300)	2003 (n=476)
Not afraid at all	52	51
Sometimes a little afraid	36	38
Always a little afraid	8	7
Sometimes very afraid	2	2
Always very afraid, do not cancel	1	2
Sometimes cancel flights	1	1

Expected number of deaths in flight accidents (%)

	Women (n=207)	Men (n=239)
0	5	3
1-20	4	6
21-40	4	3
41-60	6	11
61-80	16	17
81-99	39	41
100	27	19

Conclusion

- Women passengers are more afraid than men during flight
- The impact of September 11 is rather moderate, and less than the impact of having children
- The concern about terrorism is comparable to turbulence and foreign sounds
- The prevalence of flight anxiety among passengers is the same in 2003 and 1986